## GIVE THE BURRS MORE MONEY

FOR EVCALYPTUS FARMS.

) on Were Going to Get \$1,500 on It for Your \$150, but the Dividends Didn't come Now, With the Consent of the Post Office, You Can Plunge Again.

After waiting for two years for some gn of approaching 20 per cent diviiends on their investment the people who ibbled at the bait thrown out by Burr Bros of the Flatiron Building two years ago and took stock in the Toledo, Wabash and St. Louis Railroad Company at anywhere from \$2 to \$5 a share have just earned that if they are lucky and wait ong enough they may get their money hack. As for the expected dividends, they have gone up salt creek. This information comes from the Burr brothers, who sold them the stock.

The Toledo, Wabash and St. Louis was one of the first and most profitable ventures of the Burrs. Thanks to the lenity of the post office inspectors they fairly swamped Uncle Sam's mails with circulars regarding the great railroad scheme and put every one whose name they could get no matter where he lived, on their mailing list, with the result that several hundreds of thousands of dollars was raked in from the people of this country and Canada, most of it coming out of savings banks accounts After paying the bills for page "ads' in newspapers in most of the large cities and other heavy expenses the Burrs took out 25 per cent. of what was left as their own personal rakeoff and began to show evidences of great personal affluence. The reapers quit in the summer of 1907 and since then have turned their attention to other crops, while people all over this country and Canada have been watching the newspapers for news of the great plectric air line that was to run trains at 100 miles an hour over the most fertile part of this country on its own right of way.

The Atlantic Construction Company, organized out in Toledo, was to build the road and according to the literature which the Post Office Department helped to circulate for the Burrs "engineers of the highest reputation" estimated that the first link of fifty-three miles out around Toledo would price of the stock. C. D. Whitney, described as a former railroad man, was Shelton C. Burr, who sold the stock.

About the time that ten blooded dray orses had been bought by the Atlantic link and the old fashioned steam roads were supposed to be shivering in their shoes stockholders were left to guess where their money had gone. The latest news comes from Toledo via Burr Bros. "As a stockho lder in the Toledo, Wabash

and St. Louis Railroad Company," say the Burrs, breaking the long silence with heir usual cheerfulness, "we are sure you which we have received from Toledo in regard to stock in the railroad company. The Burrs then go on to quote from a etter fro m somebody which says:

The actual in vestors who put their dollar back for what they put in, but the promotion stock will probably go into the ditch. There are parties looking at the line now ready to buy if it goes into the hands of a receiver, but up to the present writing I have heard nothing of them "

should be explained that the Toledo, Wabash and St. Louis had no connection with the Gould road of that name. That of to make. It is nothing more or less than it is affected by them. that the stockholders of the railroad company give them a little bit more cash than they gave up for their railroad stock. in return for which the Burrs will give Eucalyptus Timber Company, which may

some day pay 100 per cent.

It may be a little galling to get such an offer after you had given up \$150 and had been led to believe that by this time it would amount to at least \$1,500, for that would amount to at least \$1,500, for that is what the Burrs practically said two years ago; but the Burrs, as usual, want you to know that they are real philanthropists, ready at all times to help their suckers out of the hole. Here is the kind of a lift they will give the investors in this air line stock:

"Are you dissatisfied with your holdings in this stock? Are you getting impatient to the stock?

"Are you getting impatient to at least \$1,500, for that it was a good your stock?

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"Are you getting impatient to at least \$1,500, for that they are real philanthropists. Financial and Commercial Circles Have

Reason for Better Feeling.

CHICAGO, March 13.—In banking circles there is a decidedly better feeling this week. Although there is a good your stock?

"Are you dissatisfied with your holdings in this stock?

"Are you getting impatient to a good your stocks are your stocks and you should be a good your should be a go

which would not you \$5 per share for every share of stock which you hold. We will allow you \$5 per share for your Toledo, Wabash and St. Louis Railroad Company stock in exchange for stock at 10 cents a share in the California Eucalyptus Timber Company provided you will buy at the provided you will buy at the process of the first of March and shipments have been larger. The tariff revision and the crop outlook will be the important features during the next three or four months. The demand from packers is smaller this year than

ready figuring then to show the rail-stockholders holding a hundred loan market.

bany, which means giving the offer than a But there is more to this offer than a mere exchange of paper, the letter would have it appear, because at the end of a vear you can exchange the 10,000 shares for four acres of the timber land. Counting for four acres of the timber land. Counting the land of the market. Commercial paper brokers give 3½ to 4 per cent as the prevailing rate. have it appear, because at the end of a vear you can exchange the 10,000 shares for four acres of the timber land. Counting all you would have given up to the Burrs this would mean that you would be paying about \$100 an acre for the land, and the Burrs neglect to say that you could go out yourself and buy land suitable for eucarlyptus trees for \$25 an acre, which would include the cost of raising the trees. According to the Burrs, every acre will provide for practically all time to come an income of \$100 a year. If the Burrs are light it would be much better to keep the \$500 cash the Burrs want and hike for the eucalyptus country yourself, because the \$500 would buy twenty acres instead of the four acres you would get from the Burrs.

## GOSSIP OF WALL STREET.

Since the inauguration of President Taf AND TRADE RAILROAD STOCK road stocks usually taken for statistical es has swung backward and forward as steadily and monotonously as the penduum of a clock. On March 4 the stocks sold off. The next day they rallied, and so it has gone on with declines and advance alternating on successive days. On the first day of the pendulum movement, March 4, the average price declined a bit more than point. With that exception neither advance nor decline has been as much as % point on any one day, and the sequence sterday left the average at the close at approximately the same price as at the

In these nine trading days the market has been steady as a clock, but there have been occasional alarms such as the audacious rumor of an Erië receivership and atray it possible with the money thus saved to reports of tariff revision and from the steel build the Broadway-Lafayette avenue and copper trades. Yesterday the market loop. Mr. Seaman asserted that the clocks, silently recording the passing of the hours. There was neither good nor bad report, tip, rumor, gossip or scandal to end spice to the trading. This trading was entirely professional but without the loose talk which ordinarily accompanies a pro

The bank statement confirmed the prediction that the \$6,000,000 gold sent abroad course of the week could be easily spared. Notwithstanding the exportation of the coin there was an increase of \$1,675,000 in the surplus over reserve requirements. ecording to the statement of averages. The statement of actual condition, which better presented the effect of the export movement, showed an increase of \$1,040,000 in the surplus and the amount of the surplus as \$13,397,000. More money may be sent abroad and seemingly there will remain plenty for speculation if any one cares to undertake a movement.

There was a vague rumor on Friday that some one had offered to sell the next dividend on Steel common at 34, a discount of 34 from the regular dividend rate. One was agreed to important brokerage house yesterday decided to put the rumor to a practical test. The house got its clerks busy telephoning to other brokerage houses and sent men out on the curb with an offer to buy the dividend on 50,000 shares at any concession whatever from the regular declaration. No one could be found to take the offer, but it was left open for the acceptance of any one who may care to take it after con sidering the proposition over the week end. The date for the declaration of the dividend recent drives on the stock have predicted earn 6 per cent. on the entire capital stock a cut in the dividend, but yesterday's epiof \$6,000,000 without another rail being sode demonstrated that no one up to the laid; which would be 20 per cent. on the present cares to take a chance on the pre-

Wabash and some of the other Gould president; G. C. Metzger, head of a Toledo shares were weak in the early trading and oil company, was a director, and so was the few traders who took any interest at Shelton C. Burr, who sold the stock. interview in which George J. Gould intimated that Mr. Harriman , was not going Construction Company to build the first Pacific became strong and there came forth on the Wabsah board. Later on Missouri the suggestion that Mr. Harriman was going on the Missouri Pacific board. New direct ors of that rond were elected only three or four days ago in Kingdon Gould and R. M.

The impending tariff revision is one of the favorite reasons ascribed for the duiness of the stock market and the deliberation in the recovery of general business. Men will be interested in a communication of importance in general business affairs apparently do not care to commit themselves until they are in a position to secure the revision. Meanwhile day by day come money in the Wabash will get dollar for or commodity is to be placed on the free list and that on this or that other the presen duty is to be continued. Traders taking some of the reports seriously have under taken to stimulate activity by movements in the stocks affected. One day Lead has gone up a point or two on reports of mainenance of duty. On another day there Although referred to as the Wabash it has been a similar movement in Sugar, and again, as yesterday in a decline in Paper certain stocks have gone off on reports of reduction of tariff. But all the time the course is a real railroad and Wabash is a reports, the majority of speculators congeneral market has been insensible to the more or less useful name for a stock for sidering them as of little foundation for a which a market has to be invented. Of general movement: It seems accordingly is still uninterrupted, have another offer ing on tariff developments rather than that

The fortnightly bulletin of the American flatiway Association, showing no appreciation the country continue the placing of ble change in the number of idle cars, lends equipment orders and the furtherance of support to the belief that general business, them a whole lot of stock in the California like the stock market, is waiting for tariff that the speedlest possible revision is of

## GAIN IN WEST KEEPS UP.

ber Company, provided you will buy at least an equal amount of this California Eucalyptus Timber Company stock in addition."

The Burrs do some of their characteristic ready figuring then to show the railistic ready figuring then the company of this California usual and grain interests are not requiring a large amount of money at this time. The improvement in demand is well distributed and no special line of business is smaller this year tunn usual and grain interests are not requiring a large amount of money at this time. from packers is smaller this year than

road stockholders holding a hundred shares how this works out. For the hundred shares at \$5 a share the Burrs will exchange 5,000 shares in the timber company, but this is conditioned on your buying 5,000 more shares in the timber company, which means giving the Burrs \$500 for real money.

But there is more to this offer than a mere exchange of paper, the letter would have it carried the first than for some time past. Although the banks it is now placed with the banks direct than for some time past. Although the banks it is now placed with the banks direct than for some time past. Although the banks it is now placed with the banks direct than for some time past.

# BROOKLYN'S SUBWAY NEEDS

CAN'T BE MET BY TWO TRACKS ON FOURTH AVE., SAYS SEAMAN.

Rapid Transit Board's Engineer Reports Against the Project to Cut Down the posed Brooklyn Tunnel-The Present Tube is Badly Placed. He Says.

Henry B. Seaman, chief engineer of the Public Service Commission, submitted yesterday to that board a report on the plan suggested to Mayor McClellan by Chief Engineer Lewis of the Board of Estimate, which by cutting down the proposed four tracks to two on the Fourth avenue (Brooklyn) subway would make build the Broadway-Lafayette avenue Lewis plan would not work out satisfactorily and that the building of a two track subway on Fourth avenue would within a short time lead to worse transit confusion than now exists in the territory to be served. Mr. Seaman insists that every track provided for in the Fourth avenue subway plan is necessary because in the near future it will be imperative on the part of the commission to provide for branches running from the Fourth avenue system to Coney Island, Bay Ridge and Fort Hamilton. To provide for these branches, Mr. Sea-

man contends, it is necessary to make a four trackroute of the Fourth avenue trunk line. In support of this view Mr. Seaman draws the attention of the commission to the fact that the extension of the present subway to Brooklyn was decided upon at the outset merely as an experiment and that the traffic on the extension has not only exceeded all expectations but that there is difficulty in handling it, new as the line is. At the time the extension was agreed to by the old Rapid Transit Commission it was freely stated that the line as laid out would interfere with subdraws the attention of the commiss line as laid out would interfere with sub-way developments in Brooklyn, and Mr. Seaman in his report accords with this view. The present subway in Brooklyn blocks routes which could be so mapped out as to give good rapid transit service to all the residential sections of Brooklyn. It is because of this fact that Mr. Seaman suggests to the Public Service Commission that the Fourth avenue line should be made a four track road, so that it could be made a sort of main line from which branch routes could be run to the outlying sections of Brooklyn: Commenting on the seeming selfishness which governed the building of the present extension to Brooklyn, Mr. Seaman says in his report:

It is now recognized that if this subway were designed for the purpose of obstructing other subway developments it could not have been better located; if it is desired to provide a subway for the full length of Fulton street on the line of the original development of the city the present subway line from Manhattan Bridge straight up Flatbush avenue to Prospect Park and thence to Flatbush, with an interchange station at the intersection of Fulton street, the present subway again interferes, and lantic avenue from the Long Island Railroad to Manhattan, which is its natural extension, in order to provide for the long distance travel from the island we are again locked by the present subway station at Flatbush and Atlantic avenues It will thus be seen that every track pro-

vided in the plan of section 2 of the Fourth avenue subway is necessary for the development of Brooklyn. To restrict the capacity at this point is to close her gate-

way for all time. Referring to the criticism as to construction of four tracks on Fourth avenue, and especially as to the express service, it may be said that future developments anticipate two tracks to Coney Island, two to Bay Ridge and Fort Hamilton, with an exion across the Narrows to Staten Island Express tracks are the life and economy of through service They shorten distances to outlying districts and provide for long distance travel at much less cost than is introduction of express trains that the subways of New York have made long distance travel profitable.

## Better Conditions Shown in Proposed Enlarging of Facilities.

CHICAGO, March 13 .- Railroads through-

Railroad will spend nearly \$1,000,000 for operating equipment. An order has been placed for twenty-five Pacific type locomotives for delivery in June and twentyfive steel chair cars.

The Grand Trunk Pacific placed an order five parlor cars and three dining cars.
The Chicago and Alton Railroad is said

### BOXBOARD VS. STRAWBOARD. indications of a Stubborn Fight Between the Two Corporations.

CHICAGO, March 13. - That United Boxboard interests will fight the litigation begun by the minority stockholders of the American Strawboard Company to the bitter end is reflected in that Attorney John S. Miller is said to be preparing an answer to the allegations as set forth in the petition filed by the Strawboard stock-holders asking for an injunction to re-strain the Boxboard management from conducting the affairs of the Strawboard Company which will contain many counter charges of fraud against the former management of the Strawboard concern.

Arguments in the case will be heard in

the Circuit Court on April 12.

It is intimated that the answer of the defendant corporation will not only deal on lines of defence against charges preferred by the plaintiffs but may open the way to further litigation and prosecution of those back of the present attack on the grounds that they, as stockholders for a long period of years preceding the advent of the present management, were a party to certain irregularities combining to divert property of the old United Boxboard Company to the Strawboard

### BIG RESERVOIR SCHEME. To Impound 1.850.000.000 Gallons Black River Water.

CTICA. March 13. -Former Senator Elon R. Brown of Jefferson county as counsel for the Black River Power Association has just opened negotiations with the State of New York for permission to flood 900 acres of land in Lewis county wned by Mrs. Mary L. Fisher of Lyons Falls. He is also negotiating with Mrs Fisher for the condemnation and purchase of the land. Mr. Brown's business with the State and Mrs. Fisher is in connection with a big undertaking about to be launched by the Black River Power

Becoming ill at ease at the apparent ndisposition of the State to fulfil its obligations to interests in the Black River Valley by paying back the water it has taken from the uplands for conal purposes and appreciating that present the tariff. He said nobody doubted that water conditions in Black River are in part due to the deforestation of the Adirondack watershed the association composed of power owners from the head waters to the mouth of the stream, has decided to begin at an early date the construction of a great storage reservoir at Beaver Lake for the purpose of in-suring a flow of water into Black River throughout the year. The leading manu-facturers in northern New York are behind

proposed reservoir, which will The proposed reservoir, which will have an estimated capacity of 1,350,000,000 cubic gallons, is the first of several reservoirs in the comprehensive scheme which has been adopted. Associated with the power owners who will derive direct benefit from the Beaver Lake reservoir are power owners in the valley on other are power owners in the valley on other branches and inflowing streams, who will derive direct benefits from the reser-voirs to be subsequently built. While voirs to be subsequently built. While the cost of the proposed chain of reservoirs will reach an enormous sum it is the sense of the power owners that such an undertaking at this time is absolutely necessary to insure the permanency of the industrial life of the Black River

## HARRIMAN IN CALIFORNIA.

Expected to Go On North to Seattle on Pertland Gateway Squabble.

It was said yesterday that E. H. Harriman was expected to arrive at Los Angeles in the evening. With his party are Julius Kruttschnitt, director of maintenance and operation of the Harriman lines, and General Superintendent H. V. Platt. He will be met at Los Angeles by a party from San Francisco consisting of E. E. Calvin, general manager of the Southern Pacific in San Francisco: J. T. Harahan president of the Illinois Central, and J. P.
O'Brien, vice-president of the Oregon
Railroad and Navigation Company.
Mr. Harriman is expected to continue
north to Seattle, where he will try to get

at the rights of the Portland Gateway squabble. This pertains to the refusal of the Northern Pacific to make a joint or the Mortnern racinc to make a joint rate satisfactory to the Southern Pacific on the former's stretch of road between Portland and Seattle. The matter has been dragging along for a long time, and the Harriman interests have said that they would appeal to the Interstate Commerce Commission and if that previous merce Commission and if that proved unavailing would parallel the Northesia Pacific's tracks. As the matter stands

out the country continue the placing of equipment orders and the furtherance of plans for construction and physical betterment.

The Chicago, Burlington and Quincy

The country continue the placing of while the coal business is getting duller.

The slight improvement that the totals show is due entirely to a surplusage of but 6,785, cars on the Canadian lines, as against 19,740 two weeks previous.

last week for twenty-five megul locomo-tives, sixteen first class coaches, ten colonist cars, eight second class coaches, tion of the company and for the appointment of a receiver to liquidate the busi-"Are you dissatisfied with your holdings in this stock? Are you getting impatient about the outcome of this? If so we believe we would like to take the stock off your hands so that we would hold a large amount of this and occupy a prominent position in the organization of the company, and we are willing to do this on which would net you sper share for every which would net you sper share for your Toledo, whash and St. Louis Railroad is said to have purchased 9,000 tons of steel to ha A. Corey. Edward B. Corey is president and treasurer and is also a creditor for \$6,239, money loaned. He formerly kept the Haymarket at Sixth avenue and Thirtieth street. Mr. Barry stated that Corey had been absent in Europe since May, 1998, with the exception of one week and that it was impossible to get him to attend to any business of the company. The company is solvent with assets of \$25,302 and liabilities \$13,404 \$25,325 and liabilities, \$13,404.

# GIRL STENOGRAPHER'S SUIT.

Action Against Wealthy Employer Fails and May Be Carried to Higher Court. RICHMOND, Va., March 13.-The United States Circuit Court of Appeals has refused a rehearing in the case of Miss Nellie R. Hinds, the pretty Philadelphia stenogapher who sought to recover damages from Henry Warden, the Fredericksburg millionaire, charging him with violation of an employment contract. It is prob-ble that Miss Hinds will now apply to the Supreme Court of the United States for a writ of certiorari. The suit of Miss Hinds against her rich

employer was instituted two years ago, after she had been dismissed from the service of Warden. She charged that her contract of employment had been violated and claimed damages in the sum of \$15,000. ning The alleged contract with Miss Hinds Others are expected to the state of the stat board Company to the Strawboard provided for her employment as a stenographer and amanuensis, she to be raid

# PARKER'S VIEWS ON TARIFF

EX-JUDGE ON THE POWER OF "PROTECTED INTERESTS."

He Tells Princeton Audience That the High Tariff Beneficiaries Could Make a Panie to Prevent a Reduction-How Pelitical Merals Are Deteriorating

PRINCETON, N. J., March 13.-Ex-Judge Alton B. Parker of New York in an address here this afternoon to an audience composed mostly of undergraduates and members of the faculty argued for a reduction of the tariff but didn't appear to be very hopeful that such a thing would happen. Among the interesting features of his speech was a discussion of the power of the "protected interests" to precipitate a panie in order to prevent a reduction of they had that power but that "their elimination from governmental control will be of infinitely greater value to the people than the cost of one or even many panics. Judge Parker said in part:

Recently our late executive head made n appeal for forest preservation, asserting that our forests were being consume three times faster than produced and pointing out the danger therein to the nation But he omitted to call the attention of Congress to the fact that our tariff statute not only invites but rewards forest de-struction. Every thousand feet of logs or lumber, whatever its form, that comes from Canada is taxed-taxed that our lum bermen may profit at the expense of the home builders throughout all these United States. But neither the home builder nor the forest is protected. The builder Grewn bolder and more arrogant in the exercise of the vast political power which money in politics the protected interests have filled the land with combinations shutting out competition, to the end that the last penny may be exacted from the

Yet great as this loss is it in no wise compares with the damage resulting to them n the decay of political morals, due to the successful efforts to utilize Government for business purposes. The steady lowering of political ideals which has occurred will diminish or cease when and only when end the gradual reduction of the tariff to a revenue basis should be entered upon and persisted in.

Doubtless to prevent such result a panic will be threatened by the protected in-terests and may be precipitated, but their elimination from governmental control will be of infinitely greater value to the mobile than the cost of one or even many punios. That a panjo is easily within their combined power no one doubts. That a last resort common sense teaches. But that their mastery will be surrendered before exhausting this last resource only the blindly credulous can believe. Rumors persist that the Ways and Means

Comfhittee has found a way to revise the tariff by lowering the rate of duty and at the same time increasing the actual amount of the duties to be paid, the plan being while lowering the rates of duty to ap praise, the value of imported goods not at their market prices abroad, as nov

Arrived—SATORDAY, March 13
Ss Duca di Genova, Genoa, March 1.
Ss Duca di Genova, Genoa, March 1.
Ss Italia, Leghom, Feb. 20.
Ss Queen Helena, Naples, Feb. 17.
Ss Antonio Lopez, Genoa, Feb. 19.
Sa Tuscany, Buenos Ayres, Jan. 23.
Ss Voltaire, Buenos Ayres, Feb. 10.
Ss Crown of Grenada, Trinidad, March 4.
Ss Paperanza, Vera Cruz, March 4.
Ss Paperanza, Vera Cruz, March 4.
Ss Polarstjernen, St. Lucla, March 5.
Ss Atapahoe, Jacksonville, March 10.
Sa El Alba, Galveston, March 7.
Ss Princess Anne, Norfolk, March 12.
Ss Atlamaha, Brunswick, March 10.
Ss Manna Hata, Baltimore, March 11.

ARRIVED OUT.

Se Koenigin Luise, at Genoa from New York.
Se St. Louis, at Cherbourg from New York.

BAILED FROM POREIGN PORTS. Sa Campania, from Liverpool for New York.
Ss. La Savole, from Havre for New York.
Ss. Baltic, from Queanstown for New York.
Ss. New York, from Southampton for New York.
Ss. Zeeland, from Antwerp for New York.
Ss. Nieuw Amsterdam, from Rotterdam for
ew York. few York.

Ss Carpathia, from Gibraltar for New York.

Ss Regina d'Italia, from Palermo for New York.

Ss Heilig Olav, from Christiansand for New York. ork.

\$4 Patricia, from Hamburg for New York.

\$5 Bulgaria, from Genoa for New York.

\$5 Trinidad, from Bermuda for New York.

\$5 Prince George, from Bermuda for New York.

OUTGOING STEAMSHIPS. Coppename. Demerara... 11 00 A M
Colon. Oristebal... 11 30 A M
Sanon Prince, Montevideo. 12 00 M
Ras Isas. Pernambuco... 1 60 P M
Princess Anne, Nerfolk... Sall To-morrow. City of Savannah, Savannah Arapahoe, Jacksonville..... Jefferson, Norfolk..... Sall Wednesday, March 17. iamo, Galveston... requeis, Jacksonville.... lio Grande, Tampa... familten, Norfelk.... INCOMING STRAMBRIPS. ..Hull.... Bremen... Hull....

To-morrow. Rotterdam Cristobal. Porto Rico Curaçoa. Bermuda. Barbados. New Orleas Due Tuesday, March 16. prinzessin Cecille...Bremen....

By Marconi Wireless

Sa Minnetonka: for New York, was 35 miles east of Nantucket at 16 A. M. yeaterday.
Sa St. Paul. for New York, was 90 miles east of Nantucket at 14 A. M. Sa Ryndam, for New York, was 120 miles southeast of Sable Island at 625 P. M.

hn Hancock WALLEY THE INTOUR COMPANY HOME OFFICE, BOSTON, MASSACHUSETTS

# NEW YORK OFFICE: St. Paul Building, 220 Broadway George L. Stimmel, Gen. Agent.

Surplus..... 6,143,299.71

# INCREASES IN 1908

In Income
In Surplus In Surplus 1,402,839.11
In Payments to Policyholders 199,501.31
In Reserve for the Protection of Outstanding Contracts 7,280,802.10
In Insurance in Force 25,551,728.60

TOTAL INSURANCE IN FORCE, DECEMBER 31, 1908. \$488,072,482.00

SEALED BIDS OR PROPOSALS will be received by the Board of Water Supply in the office of the Board. 229 Breadway, New York, Room 910, ninth floor, until 11 A. M. on March 25, 1802, for the construction of about 2½ miles of plain concrete aqueduct, known as cut-and-cover aqueduct, 17 teet high, by 17½ feet wide inside, between New Hurley and a point about 3 miles cast of Wallkill, in the town of Shawangunk. Ulster county, New York, approximately 13 miles southwest of Poughkeepsie. At the above place and time the bids will be publicly opened and read. The award of the constract, if awarded, will be made as soon thereafter as practicable. Pamphlets containing information for bidders, form of contract, specifications, etc., and pamphlets or contract drawings, can be obtained at Room 1515 at the above address by depositing the sum of ten dollars (\$10) for each pamphlet, or twenty dollars (\$20) for each set, to insure their return in acceptable condition within thirty days from the date on which bids are to be opened. For further particulars see City Rocord.

JOHN A. HENSEL. President CHARLES N. CHARLES A. SHAW.

Commissioners of the Beard of Water Supply.

J. WALDO SMITH. Chief Engineer.

THOMAS HASSETT. Secretary.

THE COTTON MARKET.

Narrow Trading and Fluctuations-Ending Steady-Craig and McFadden osed to Be Selling-Wall Street and Liverpool Bought. WEATHER FORECAST FOR COTTON STATES.

showers to-day; fair and cooler to-morrow; mod-erate to brisk winds, shifting to north and north-

For Alabama, Mississippi and Louisiana, colder day, with fair in the interior and showers of to-day, with fair in the interior and showers on the coast; fair to-morrow; brisk northerly winds. For eastern Texas, fair to-day and colder in southern portion; fair and warmer to-morrow; moderate northerly winds.

For western Texas, fair and warmer to-day and For Arkansas and Kentucky, fair to-day and For Tennessee, fair, except rain in extreme eastrn portion to day; fair to-morrow.

while lowering the rates of duty to appear to the interestant Communicating would parallel the Northest in market nrices abroad, as now the proper of the Northern Pacific and the state rate of the Northern Pacific and the firm market nrices abroad, as now the the Northern Pacific and the latter road into Portland by way of which they can compete with them into Seattle and Tacoma.

\*\*MORE CARS BUSY IN CANADA\*\*

More Carl Car Idle Than Were 164:

Two Weeks Ago.

The car surplusage of the railroads in this country and Canada on March 3 stood at 239,240 net, according to the forting the surplus of the American Rais way Association issued yeaterday. This is an enterduction of 1.31 from the fairness of 14.733 attition as the provision of 151 from the statement of Portland 14.73 from the fairness of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retirement of 14.73 but this gain was offeet, as it was two weeks ago, by the retireme Prices were about evenly balanced. So

should have an encouraging effect on all markets.

Futures declined 2 to 2, closing 1 lower to 2 higher and steady, with estimated sales of 75,000 bales.

Open- High- Low- Clos- Yestering, cst. est. ing. day, March. 9.50 9.52 9.47 9.50-51 9.51 May. 9.49 9.50 9.44 9.47-48 9.49 July. 9.42 9.42 9.37 9.41-42 9.41 October. 9.28 9.23 9.25 9.28-29 9.27 January. 9.21 9.23 9.21 9.23 24 9.20 Futures in New Orleans were as follows:

Open- High- Low- Clos- Pres. Open-High-Lew-Clos-Pret.

4ng est. ést. ing. Close.

May. 9.51 9.51 9.66 9.48 9.49

July 9.61 9.61 9.57 9.50 9.60

October 9.29 9.29 9.24 9.27 9.27

Chronicle weekly cotton statistics with comparisons: Since Sept. 1, Same tim , 1907 - '08. Cotton on the spot unchanged. The movement was as follows: Port receipts ..... 10,851 11,933 Since Sept. 1.... 8,382,647

Port receipts ... 10,631 11,933 12,434
Since Sept. 1... 8,382,647 7,180,382
The port exports were 39,075 bales; since September 1, 6,793,047, against 6,061,573
bales last year.
In Liverpool spot cotton advanced 2 points. Middling, 5,10d. Sales, 7,000 bales, including 6,000 American: imports, 1,000 American. Futures were unchanged. Quotations were as follows:

Yesterday, Prec. day. 1303.
March-April ... 5,001/2 5,501/2 5,504/2 July-August ... 5,051/2 5,001/2 5,504/2 Gotober-November. 4,041/2 4,041/2 5,31
A. J. Buston is here talking bearish. Fall River sales the last week only 75,000 pkgs. Chicago, March 13.—Marshall Field & Co. say: "There is a well defined forward movement everywhere in dry goods."

Combine in Lake Lumber Carrying. DETROIT, Mich., March 13 .- The owners DETROIT, Mich., March 13.—The owners and managers of fifty of the largest lumber carrying vessels on the Great Lakes have agreed to sell their boats to a corporation now in process of formation which will own and operate from 50 to 60 per cent of the lumber carriers of the lakes. According to the report that value of the fifty vessels to be purchased at once has been mutually agreed upon as approximately \$850,000. The new corporation will probably be capitalized at \$1,000,000.

SINKING FUND NOTICE.

NEW YORK BISCUIT COMPANY
First Mortgage 6% Gold Boads.
The Central Trust Company of New York.
Trustee, gives notice, that in accordance with a
ertain indenture made by the above Company,
sated March 1st, 1891, it will receive scaled not
sate not to exceed 100 and accrued interest, the
otal offer not to consume more than the amount
of one hundred and fourteen thousand five
undred and thirty-five 41-100 dollars (114, has, 8);
the central Trust Company of New York, 18
ew York City, at twelve o'clock noon on the
less day of March, 1909.

Central Trust Company of New York, 18
Central Trust Company of New York, 18
Central Trust Company of New York, 18
Expresses. By J. N MALLACE Brades

PUBLIC NOTICES

NEW YORK SUPREME COURT. ASHOKAN RESERVOIR

TOWN OF CLIVE, ULSTEB COUNTY, NEW

NOTICE OF APPLICATION FOR THE ASPOINTMENT OF COMMISSIONERS OF APPRAISAL.

PUBLIC NOTICE is hereby given that it is the intention of the Corperation Counsel of The Clay of New York to make application to the Suprement of Commissioners of Aspealast under Chapter 124 of the Laws of 19%, as americad, and the suprement of Commissioners of Aspealast under Chapter 124 of the Laws of 19%, as americad, and the soils relating thereto.

ment of Commissioners of Appraisal under Chapter 724 of the Laws of 1975, as americal, and the acts relating thereto.

Such application will be made to the Suprement of Such application will be made to the Suprement of the Court of Such application will be made to the Suprement of the Court of Such application of the Court of MARCES. 1886.

AT THE COURT HOUSE IN THE CHIPT ON THE 20TH DAY OF MARCES. 1886.

AT 18 OF MARCES. 1886.

In the forenoon of that day or as soon them after as counsed can be heard. The opposition after as counsed can be heard. The opposition appointing three disinterested and company frecholders, one of whom shall reside in County of When York and at least one of whom shall reside in the County of Ulster, 10 act to Commissioners of Appraisal under action at an discharge all the duties conferred by said 40t 488 the acts amendatory ibserved.

The following is a describtion of the male contained to be acquired, together with a reference to the act and place of filing the map.

All those certain pieces or percele of male and the acts and the construction. Section 1814. Board of Water Supply of The City of Ulster and State of New York, shown on a mention, "Reservoir Department, Section 1814. Board of Water Supply of The City of New York to be acquired by The City of New York of 1905, as amended, for the construction of Asackan Reservoir and anountenances, from the fact of the County of Ulster, as Kineston New York of the County of Shokan to the violaity of Citye, who map was filed in the office of the County of Shokan to the violaity of Citye who map was filed in the office of the County of Shokan to the violaity of Citye of New York of the County of Ulster, as Kineston New York of the County of Ulster, as Kineston New York of the County of House to the construction of Asac are bounded and described as follows:

Beginning at the southwest corner of parcel of the County of the cutre of Dawner as bounded and described as follows:

on the 22d day of December, 1908, which parsets are bounded and described as follows:

Beginning at the southwest corner of parcet.

No. 624 in the centre of the Unier & Delawbre Plank Road, and running thence along the west of the Unier & Delawbre Plank Road, and running thence along the west of line of said parcet. N. 67 26 W. 371.5 feet and N. 77 14 W. 399.3 feet, crossing a bratch of full ternut Creek, to the northwest corner of said parcet in the southerly line of parcet. No 661: thence partly along said line and along the westerly line of said parcet. S. 87 22 W. 319.2 feet and N. 167 39 E. 246.8 feet to the northerty line of said parcet. No 661. along the northerty line of said parcet. No 662 partly along the northerty line of parcet. No 663. along the northerty lines of parcet. No. 665. and along the northerty lines of parcet. No. 665. and along the northerty lines of parcet. No. 665. and along the northerty lines of parcet. No. 665. and along the hortherty lines of parcet. No. 665. and along the hortherty lines of parcet. No. 665. and along the hortherty lines of parcet. No. 665. the northerty lines of parcet. No. 665. and along the hortherty lines of parcet. No. 665. the northerty lines of parcet. No. 665. and along the hortherty lines of parcet. No. 665. the northest corner of said parcet. No. 665. the northest corner of said parcet. No. 665. the northest corner of said parcet. No. 665. Said parc 

Same tim., 763.2 feet. N. 52° 41° W. 1123.5 feet. arrassing a brook 1907-08. S. 38° 16° W. 3290.5 feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. creating a feet. N. 48° 21° W. 108 feet. S. 48° 02° Control of the feet. Feet. Same and feet. Same and feet. Feet. Feet. Same and feet. Feet. Feet. Same and feet. Fe

PRANCIS KEY PENDLETON. Office and Post Office Address, Hall of Re Owner of Chambers and Course Streets, eugh of Maphatian, New York City. Dates January 27, 1800.